



Janet T. Mills
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Dale F. Doughty
ACTING COMMISSIONER

January 9, 2026

Subject: Highway Improvements
WIN: 018595.11
Location: **Bangor**
Amendment No. 2

Dear Sir/Ms.:

Make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 59-65, titled “SPECIAL PROVISIONS, SECTION 104, Utilities”, 7 pages, dated November 21, 2025, and **REPLACE** with the attached “SPECIAL PROVISIONS, SECTION 104, Utilities”, 7 pages, dated January 5, 2026.

INSERT the attached “SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE (Concrete Shrinkage Reduction)”, 2 pages, dated December 31, 2025.

INSERT the attached “SPECIAL PROVISION, SECTION 703, AGGREGATES (Combined Aggregate Grading for Concrete)”, 1 page, dated December 31, 2025.

In the Plan Set:

REMOVE sheet 159 (H-13), titled “PLAN (1 OF 13)”, 1 sheet, dated, November 25, 2025, and **REPLACE** with the attached “PLAN (1 OF 13)”, 1 sheet, dated January 8, 2026.

REMOVE sheet 161 (H-15), titled “PLAN (3 OF 13)”, 1 sheet, dated, November 25, 2025, and **REPLACE** with the attached “PLAN (3 OF 13)”, 1 sheet, dated January 8, 2026.

REMOVE sheet 197 (H-51), titled “CROSS SECTIONS”, 1 sheet, dated, November 25, 2025, and **REPLACE** with the attached “CROSS SECTIONS”, 1 sheet, dated January 8, 2026.

REMOVE sheet 319 (H-173), titled “CROSS SECTIONS”, 1 sheet, dated, November 25, 2025, and **REPLACE** with the attached “CROSS SECTIONS”, 1 sheet, dated January 8, 2026.

The following questions have been received:

Question: The drawings call for "Class A1" concrete to be used for the superstructures on both bridges. However, there is no information provided on this mix in the Standard MaineDOT Specifications or the Special Provisions. Can a specification for this mix be provided?

Response: See attached Special Provision 502 Structural Concrete (Concrete Shrinkage Reduction) and Special Provision 703 Aggregates (Combined Aggregate Grading for Concrete).

Question: Bridge drain Type E and F do not appear to be in the Standard Details, Updates, or identified in Appendix B/SP502. Please provide or direct us to the detail for these drain types.

Response: Details for Type E and F drains are provided in Table B2 of the Section 502 Special Provision (page 15 of 15) under size designation columns "E" and "F" respectively.

Question: Bridge drain Type A (Modified) does not appear to be in the Standard Details, Update, or identified in Appendix B/SP502. Please advise what Type A "Modified" is referring to and provide or direct us to the detail for this drain type.

Response: Bridge drain Type A (Modified) is included in the Hogan Road No. 2 Bridge Plans. Details are provided on sheet B-93 (460 of 485).

Question: What pay item will cover the removal of the existing approach slabs?

Response: Removal of the approach slabs, that are part of the original 1960 construction, is included under Item 202.19, Removing Existing Bridge. The removal of the existing approach slabs, that are part of the 1983 construction, is included under Item 202.21, Removing Existing Substructure.

Question: NoTraffic has been approved for use in Maine on mast arm applications, and we have also been approved for advanced detection as well as stop line detection meaning that there could be cost savings on this project by using NoTraffic detection system for both stop bar and advanced detection. Would you accept NoTraffic for this project?

Response: NoTraffic detection systems have been used in Maine for stop line detection and may be submitted for use under the Special Provision 643 Traffic Signals, Non-Invasive Detection – Stop Bar for this project. The Contractor may submit the NoTraffic detection system for evaluation under the Special Provision 643 Traffic Signals, Non-Invasive Detection – Advance for this project. Prior use of a detection system does not guarantee approval for this project. All proposed traffic signal equipment, including detection systems, will be evaluated based on compliance with the Standard Specifications and Contract Special Provisions. If the NoTraffic detection system does not strictly conform to the specifications, the Contractor may submit the detection system for consideration but shall be responsible for providing a compliant system if it is not accepted as an alternative. Decisions by MaineDOT as to acceptable detection systems will not be justification for additional compensation.

Question: Bid item # 527.305 calls for a specific crash cushion by QuadGuard System "Model QM10069 TL-3". Is Delta TL-3 Crash Cushion system by Traffix Devices an acceptable alternative?

Response: No.

Question: Special Provision covers pay item 506.144. Paragraph 506.01 indicates the scope of this provision is for removal of existing coating and recoating of the existing steel with a minimum of 2'-6" from the field splice where beam ends are removed, modified, and reinstalled. Paragraph 506.01, first sentence, states "All existing steel requires complete removal of rust, mill scale, and coating...". Please confirm that the intent of section 506.02 is to specify what is required in the 2'-6" minimum section adjacent to the field splice, and not that all existing steel is to be blast and painted (ie, entire bridge). If this is not correct, please clarify the full scope of paint removal and recoating.

Response: Only the girder ends that are part of the 1983 bridge construction will require complete coating removal and a new paint system. Where the girders ends are cut, the end portions that are removed shall be refurbished in an approved shop as noted in the plans and Special Provision Section 504, Structural Steel (Girder Ends). The intact portion of the girder ends (2'-6" from cut) remaining shall have the existing steel coatings removed and repainted to accommodate a new bolted field splice that will connect the shop-modified and refurbished girder ends. Steel coatings on the remaining structural steel shall remain intact.

Question: Special Provision paragraph 506.02 indicates it is the contractor's responsibility to determine the "toxic metals content". We can only find one note on the existing bridge drawings indicating the use of lead paint on specific locations of bearings (part 3 of 3, p69 of 87). Is the 1983 bridge confirmed to be fully coated with lead paint and is that what bidders should base pricing on?

Response: Sampling and analysis of existing steel coatings have not been performed. Refer to Bridge Construction Note #8 in Hogan Road/I95 Bridge Plans, sheet 369 of 485.

Question: Please confirm that a Buy America Certification would not be required for temporary works that fall under a Contractor's Means and Methods for work that is not incorporated into the finished and complete product.

Response: Temporary materials used that will be removed before project completion do not need to meet Buy America requirements.

Question: There is an existing utility line located in the outside north bay of the 1960 portion of Bridge #5823. Can you confirm the type of utility and if this utility line is still active?

Response: The existing conduit on bridge #5823 is inactive and abandoned and shall be removed. Removal and disposal will be considered incidental to the bridge removal pay item.

Consider these changes and information prior to submitting your bid on **January 28, 2026.**

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The contractor has primary responsibility for coordinating their work with utilities and/or railroad after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues.

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications IS **REQUIRED.**

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility a to be undertaken in conjunction with this project. The following list identifies all known utilities having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a project specification.

Overview & Utility/Railroad Contact Information:

Utility/Railroad	Aerial	Underground	Contact Name	Contact Number
Bangor Gas Company		X	Ryan Rancourt	949-4546
Bangor Sewer Department		X	Tyler Barrall	944-8254
Bangor Water District		X	Vaughan Littlefield	299-6309
Charter Communications	X		Craig Coolidge or Rob Knapp	877-1165 745-7653
City of Bangor	X	X	Jefferson Davis	992-4244
Consolidated Communications	X	X	Brian Smith or Travis Roberts	712-8604 944-2361
FirstLight	X		Jarrold Smith	(603)396-1100
GoNetspeed	X		Jim Knight	590-5111
Mainecom Services	X		John Costa	239-1605
MaineDOT Electrical	X	X	Alan Farrington	441-9081
Northern Light Health	X		Ryan Paradis	951-4101
Versant Power	X	X	Dave Perkins or Andrew Otis	949-3918 356-1536

Temporary utility adjustments **ARE NOT** anticipated. If any unexpected utility relocations become necessary, they shall be scheduled in accordance with Section 104 of the Standard Specifications and shall be performed by the appropriate utility company in conjunction with the work by the Contractor. Should the Contractor choose to have any poles temporarily relocated, all work shall be done at the Contractor’s request and expense, with no additional cost or schedule impacts to the Department.

Unless otherwise specified, any underground utility/railroad facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility/railroad companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

All adjustments are to be made by the respective utility unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

It is the responsibility of the Contractor with the Utility Pole owner, to layout all of the proposed pole locations in the field prior to the start of utility relocations. Should any adjustments be needed, the Utility will document adjustments and inform the Department prior to utility relocations.

The Contractor shall provide the utilities access to the new pole locations. Construction of any spot cuts or fills in excess of 2 feet must be completed prior to utility relocations. All cut/fill depths listed on the pole list are approximate and will need to be verified by the contractor prior to poles being set. The Contractor shall prepare a plan for how access and the spot cuts and fills will be accomplished and what the schedule will be for performing the work. This plan will be discussed at the pre-construction utility meeting. Some of the proposed poles are located in significant fills and are off alignment, these will need to be accounted for in this plan.

***** Specific information regarding the line voltage can be requested from Versant Power*****

Utility/railroad working days are Monday through Friday. Times are estimated on the basis of a single crew for each utility/railroad. Any times and dates mentioned are **estimates only** and are dependent upon favorable weather, working conditions, and freedom from emergencies.

AERIAL

Summary:

Utility	Pole Set	Run New/ Trans. Wires/ Cables	Remove Poles	Estimated Working Days
Versant Power	X	X	X	40
City of Bangor - Traffic		X		-
Charter Communications		X		30
Northern Light Health		X		5
Mainecom Services		X		5
GoNetspeed		X		5
Consolidated Communications		X		15
FirstLight		X		15
Total:				115

Utility Specific Issues:

Versant Power

Versant Power has approximately **27 poles** to set as per the pole list included in this specification and has cables to run/transfer to the new pole locations. The contractor shall notify Versant once all poles are staked, pole access is provided, and the clearing and spot cuts/fills are completed. **Versant will require two weeks to schedule their work after notice is received that the prep work is completed.** Once work is scheduled Versant estimates **40 working days to complete their work.** Versant will remove the old poles once all transfers are complete.

City of Bangor - Traffic

City of Bangor - Traffic has signal interconnect cables to transfer to the new pole locations. After Versant has completed their work the signal interconnect cables can be transferred. Versant shall notify the contractor once all of Versant's work is completed. The Contractor shall perform the transfer work as part of the contract under item 643.81. The work shall be completed in accordance with the plans and special provisions included in the contract documents and shall be completed in a manner that the system remains fully functional at all times unless otherwise approved by the resident.

Charter Communications

Charter Communications has cables to run/transfer to the new pole locations. After City of Bangor - Traffic has completed their work, Charter shall begin their work. The contractor and/or City of Bangor - Traffic shall notify Charter once all of City of Bangor - Traffic's work is completed. **Charter will require two weeks to schedule their work after notice is received.** Once work is scheduled Charter estimates **30 working days to complete their work.**

Northern Light Health

Northern Light Health has cables to run/transfer to the new pole locations. Northern Light Health is only attached to approx. 3 poles within the project limits. After Charter has completed their work, Northern Light Health shall begin their work. The contractor and/or Charter shall notify Northern Light Health once all of Charter's work is completed. **Northern Light Health will require two weeks to schedule their work after notice is received.** Once work is scheduled Northern Light Health estimates **5 working days to complete their transfer work.**

Mainecom Services

Mainecom Services has cables to run/transfer to the new pole locations. Mainecom is only attached to approx. 3 poles within the project limits. After Northern Light Health has completed their work, Mainecom shall begin their work. The contractor and/or Northern Light Health shall notify Mainecom once all of Northern Light Health's work is completed. **Mainecom will require two weeks to schedule their work after notice is received.** Once work is scheduled Mainecom estimates **5 working days to complete their transfer work.**

GoNetspeed

GoNetspeed has cables to run/transfer to the new pole locations. GoNetspeed is only attached to approx. 1 pole within the project limits. After Mainecom has completed their work, GoNetspeed shall begin their work. The contractor and/or Mainecom shall notify GoNetspeed once all of Mainecom's work is completed. **GoNetspeed will require two weeks to schedule their work after notice is received.** Once work is scheduled GoNetspeed estimates **5 working days to complete their transfer work.**

Consolidated Communications

Consolidated Communications (CCI) cables to run/transfer to the new pole locations. After GoNetspeed has completed their work, CCI shall begin their work. The contractor and/or GoNetspeed shall notify CCI once all of GoNetspeed's work is completed. **CCI will require two weeks to schedule their work after notice is received.** Once work is scheduled CCI estimates **15 working days to complete their transfer work.**

FirstLight

FirstLight has cables to run/transfer to the new pole locations. After CCI has completed their work, FirstLight shall begin their work. The contractor and/or CCI shall notify FirstLight once all of CCI's work is completed. **FirstLight will require two weeks to schedule their work after notice is received.** Once work is scheduled FirstLight estimates **15 working days to complete their transfer work.**

Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station	Left/Right		Proposed Offset	Comments	Cut/Fill
		L T	R T			L T	R T			
8/116	11+03.22		X	40.73	10+98		X	41'	REPLACE	-
	11+33.51		X	45.05					OK, .55' BEHIND S.W.	-
	12+31.41	X		314.06					OK, ON SPRINGER DR	-
SIGNAL	12+38.15		X	44.3					REMOVE	-
1	12+50.60	X		96.06					OK, ADD PUSH BRACE	-
	12+51.60	X		89.73					OK	-
104/9	12+64.05		X	40.88	12+68		X	41'	REPLACE	-
	14+53.96	X		79.64					OK, BEHIND CURB	-
104/10	14+57.63	X		80.37					TRANSFER & REMOVE	-
					15+18	X		100'	NEW STUB POLE	-
11	15+40.29	X		81.46					OK	-
49B2	16+39.93	X		86.86					OK, UNLESS REPLACED	-
W/CAMERA?	16+88.40	X		313.13					OK, SB OFFRAMP	-
	17+23.58		X	48.13	17+40		X	59.5'	MOVE, IN SIDEWALK	6'
#122920	18+20.11		X	115.1					OK	-
#122919	18+40.59		X	128.49					OK	-
LIGHTING	18+51.10		X	37.44					REMOVE	-
LIGHTING	18+51.70	X		98.06					REMOVE	-
#122918	18+59.61		X	143.91					OK	-
SIGNAL	18+67.77	X		76.98					REMOVE	-
111	18+69.02	X		89.6	18+66	X		98'	OK, IN NEW ISLAND	4'
	20+77.59	X		121.09	20+72	X		126'	REPLACE	-
	23+11.55	X		143.5	23+06	X		147'	REPLACE	-
	25+15.62	X		145.33	25+10	X		148'	REPLACE	-
#224217	26+69.33		X	593.74					OK, SB ONRAMP	-
107	26+83.13	X		148.17	26+78	X		149'	REPLACE	4'
	27+04.69	X		140.02					REMOVE	4'
49H2 W/LIGHT	27+47.49	X		9.86					REMOVE	-
#224218	27+79.13		X	701.45					OK, SB ONRAMP	-
49D2 W/LIGHT	28+50.72	X		143.51					REMOVE	-
106	28+99.27	X		152.55	28+95	X		152'	REPLACE	5'
49C3 W/ LIGHT	29+11.53	X		11.9					REMOVE	-
					29+45	X		153'	NEW MID SPAN POLE	3'

49D1 W/LIGHT	29+54.39	X		110.28					REMOVE	-
	30+20.20		X	172.34					REMOVE	-
	30+71.56		X	366.01					REMOVE	-
	30+86.74	X		157.71					OK	-
L26/105	30+87.80	X		152.62					OK	-
	30+94.96	X		151.44	31+00	X		152'	REPLACE	-
	31+05.36	X		166.15					OK	-
34	31+45.14		X	58.53	31+55		X	79'	REPLACE, LARGE FILL	15'
34	31+59.14		X	55.32	31+73		X	75'	REPLACE, LARGE FILL	17'
	31+81.29		X	80.62	31+85		X	68'	REPLACE	18'
	32+12.60		X	434.23					OK	-
#180605	32+13.22		X	233.55					OK	-
					32+18	X		116.5'	NEW MIDSPAN POLE	-
	32+18.19		X	433.07					OK	-
	32+23.49		X	431.2					OK	-
	32+31.55		X	429.06					OK	-
	32+36.80		X	427.56					OK	-
	32+42.60		X	425.98					OK	-
	32+62.49		X	428.56					OK	-
38S	33+15.02		X	32.59	33+02		X	61'	MOVE, IN ROAD	17'
102-38/26/104	33+55.67	X		62.12	33+55	X		70'	MOVE, IN SIDEWALK	3'
	34+19.09		X	45.63	33+70		X	76'	MOVE, IN SHOULDER	10'
262/1	34+48.29		X	75.27	34+50		X	82'	REPLACE	-
37/103	35+38.49	X		38.14	35+43	X		47.5'	MOVE, IN SIDEWALK	-
172200 W/METER	36+84.93	X		74.65					OK	-
36/102	36+94.60	X		38.25	37+27	X		50'	MOVE, IN SIDEWALK	-
1025FP1/261/1	37+44.55	X		242.34					OK	-
	37+80.37		X	229.36					OK	-
	38+27.65	X		267.66					OK	-
	38+32.54	X		186.31					OK	-
1024/102/35/101	38+46.04	X		38.73	38+49	X		38'	REPLACE, MAST ARM	-
	38+88.03		X	53.85	38+96		X	54'	REPLACE, MAST ARM	-
	40+24.25		X	50.87					OK	-
34/26/100	40+25.13	X		37.46					OK	-
Reverse Direction Loop/Sweets Driveway										
DRIVEWAY	1+02.44	X		26.28'	1+04	X		28'	REPLACE	-
ACCESS RD					3+04		X	28'	NEW SERVICE POLE	3'

Aerial utility lines are located near the bridge and will remain in place throughout the duration of the project and OSHA aerial working clearances will need to be adhered to when using equipment around power lines. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

UNDERGROUND

Summary:

Utility	Summary of Work	Estimated Working Days
Bangor Gas Company	-	-
Bangor Sewer Department	Adjust sewer facilities	2
Bangor Water District	Replace, relocate and adjust water facilities	12
City of Bangor	Traffic signal power service connections	-
Total:		14

Utility Specific Issues:

Bangor Gas Company

Bangor Gas Company has gas mains and gate valves located within the project limits. Nothing is located within the projects paving limits. **Impacts are not anticipated.**

The Contractor shall notify Bangor Gas Company for additional information on the location of the Gas main prior to beginning any excavation. Bangor Gas MUST be notified prior to any/all subsurface work in the vicinity of the Bangor Gas main. **One-week initial notification and 48 hours' notification for subsequent work** is requested so they may have a representative present.

Bangor Sewer Department

Bangor Sewer Department has approximately **2 sewer manholes** to adjust to grade. The Sewer Department intends to lower their manholes prior to milling/excavating. The Sewer Department intends to adjust the manholes prior to paving surface and estimates a total of **2 working days** to complete the work. The contractor shall provide **two weeks notification** to the Sewer Department for any and all work to be performed by the Sewer Department.

Bangor Water District

Bangor Water District has approximately **7 water gate valves and 2 service boxes** to adjust to grade. The District also has a hydrant that will be relocated at station 34+48 Rt. The District intends to lower their gate valves prior to milling/excavating, where needed. The District intends to loosen and raise the gate valves prior to paving surface and estimates **12 working days** to complete the adjustments and hydrant relocation. **The Contractor will be responsible to make final grade adjustments in conjunction with the paving operations.** The contractor shall provide **two weeks' notification** to the District for any and all work to be performed by the District.

City of Bangor

City of Bangor has aerial signals and cables for traffic signals within the project limits.

In general, all 120/240-volt upgrade projects will require a new electric service order with Versant Power. The Contractor shall provide the following information with the new electric service order request:

- Electrician's name performing the work
- Voltage

- Amperage
- Pole number of the existing power supply
- Distance from the pole to the control box
- The 7 digit meter number of the closest meter to the pole associated with each traffic signal location

The contractor shall allow at least 4 weeks for the Municipality to establish the account.

MaineDOT Electrical

MaineDOT Electrical has aerial signals and cables for interstate lighting within the project limits.

In general, all 120/240-volt upgrade projects will require a new electric service order with Versant Power. The Contractor shall provide the following information with the new electric service order request:

- Electrician's name performing the work
- Voltage
- Amperage
- Pole number of the existing power supply
- Distance from the pole to the control box
- The 7 digit meter number of the closest meter to the pole associated with each service location

The contractor shall allow at least 4 weeks for the MaineDOT to establish the account.

PLEASE NOTE

Some of the utilities have underground service facilities located within the project limits. Underground service transfers have been included in the aerial working days estimates. No impacts are anticipated to their service facilities.

All underground utilities require **3 working days' notice** for any/all excavation or any other subsurface work around any underground facilities to schedule an on-site representative to be present. The contractor shall hand dig around all the underground facilities.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

UTILITY SIGNING

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

Any utility working on lines that run over the I-95 corridor shall comply with all requirements of the MaineDOT Utility Accommodation Rules when completing the utility work.

SPECIAL PROVISION
SECTION 502
STRUCTURAL CONCRETE
 (Concrete Shrinkage Reduction)

502.05 Composition and Proportioning Revise Table 1 of this Subsection by adding a row for Class A1 concrete.

Concrete CLASS	Compressive Strength (PSI)	Permeability as indicated by Surface Resistivity (KOhm-cm)	Entrained Air (%)		Notes
			LSL	USL	
A1	4000	Information Only	5.0	8.0	1,4,5,6

Remove Note #5 in its entirety and replace with the following:

NOTE #5 Coarse aggregate for concrete shall meet the requirements of Section 703.02 for Class "A" or "AA" or, with Department approval, SP1 or SP2 (refer to Standard Specification Section 518, Structural Concrete Repair) or a combined coarse and fine aggregate gradation meeting the "Tarantula Curve" gradation requirements of Special Provision Section 703.031.

Add the following note to Table 1:

NOTE #6 A shrinkage reducing admixture shall be added at the minimum rate of 0.75 gallons per cubic yard. This admixture shall be listed on the Department's Qualified Products List.

The following shall be added to the end of the paragraph starting with "Cast-in-place concrete shall contain..."

Class A1 concrete shall have a maximum paste content of 27.0 percent, by volume. Paste content shall include volume of water and cementitious materials. Trial batches will be required to verify design requirements are met.

The Department may elect to take, for information only, drying shrinkage samples per AASHTO T 160 (ASTM C157). These samples will be moist cured for 7 days prior to testing for drying shrinkage. Drying shrinkage values will be measured at 7, 14, 21, and 28 days.

502.14 Curing Concrete Remove the first paragraph and replace with the following:

Concrete surfaces for the superstructure, including deck and curbs shall be kept wet with clean, fresh water for a curing period of at least 14 days after placing concrete. All other concrete surfaces shall be kept wet with clean, fresh water and for at least 7 days after placing concrete, with the exception of vertical surfaces, as provided for in Section 502.09(D) – Removal of Forms and False work, and sidewalks, as provided for in this section. For concrete wearing surfaces and all concrete containing fly ash or slag, the temperature of the concrete shall be kept above 50°F for the entire curing period. All other concrete and its surfaces shall be kept above 50°F for the first four (4) days of the curing period and above 32°F for the remainder of the period.

502.15 Loading Structures and Opening to Traffic Replace paragraph three with the following:

Neither traffic nor fill material shall be allowed on superstructures of concrete bridges or culverts until concrete cylinders cured with the slab establish that design strength has been reached and curing period has been completed, dependent upon conditions as specified in Section 502.09 and with the approval of the Resident.

502.192 Pay Adjustment for Permeability, Methods A and B Add the following paragraph after paragraph two:

For Class A1 concrete, the Department will take, for information only, Permeability samples. Class A1 Permeability PF value will be 1.05.

502.195 Pay Adjustment Method C Add the following sentence to the end of paragraph one:

Class A1 concrete shall follow TABLE 6, “Class A” Method C pay reductions. There shall be no pay reductions of Class A1 concrete for Surface Resistivity values.

SPECIAL PROVISION
SECTION 703
 AGGREGATES
 (Combined Aggregate Grading for Concrete)

SECTION 703 – AGGREGATES Add the following:

703.031 Optimized Aggregate Grading for Concrete The combined gradation of the fine and coarse aggregates when mathematically blended using the mix design percentages shall conform to the requirements of the following table for the size or sizes designated and shall be well graded between the specified limits. Upon request, the Department can provide an FHWA document to aid in the development of a conforming mix design gradation blend.

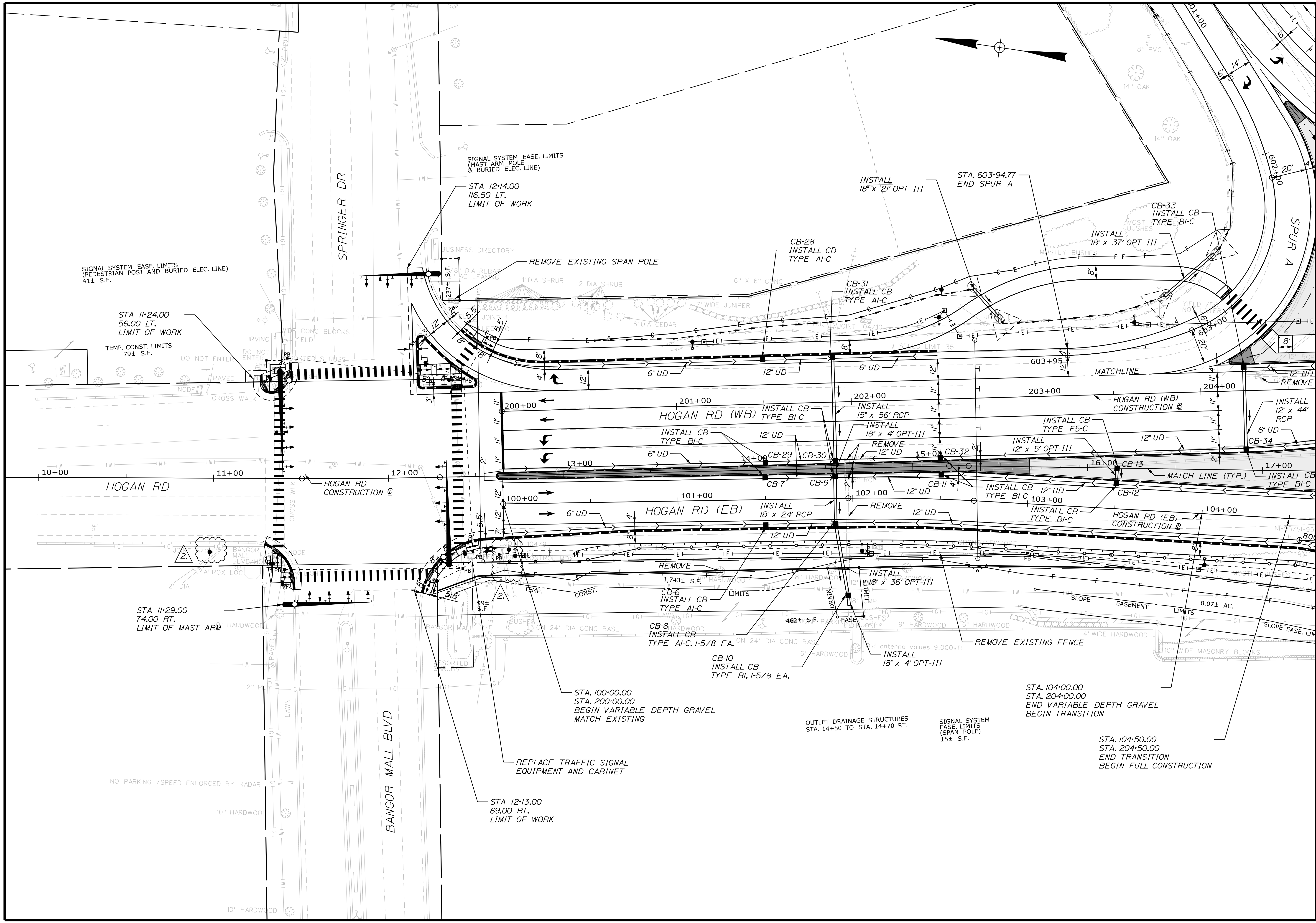
Sieve Designation	Percentage by Weight Retained Square Mesh Sieves
Grading	Tarantula Curve
2 inch	0
1½ inch	0 – 5
1 inch	0 – 16
¾ inch	0 – 20
½ inch	4 – 20
⅜ inch	4 – 20
No. 4	4 – 20
No. 8	0 – 12
No. 16	0 – 12
No. 30	4 – 20
No. 50	4 – 20
No. 100	0 – 10
No. 200	0 – 4

Date: 1/8/2026

Username: jamesdavis

Division: HIGHWAY

Filename: ... \MST\PlanSet\H_002_Plans.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
18595.11



PROJ. MANAGER	L. ROWE	DATE
DESIGN DETAILED	ECF	1/8/2026
CHECKED-REVIEWED	ECF	1/8/2026
DESIGN DETAILED	AG	1/8/2026
DESIGN DETAILED	AG	1/8/2026
REVISIONS 1	ADDENDUM NO. 2	1/8/26
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BANGOR
HOGAN ROAD
PLAN (1 OF 13)

SHEET NUMBER
H-13
159
OF 485

HIGHWAY PLANS

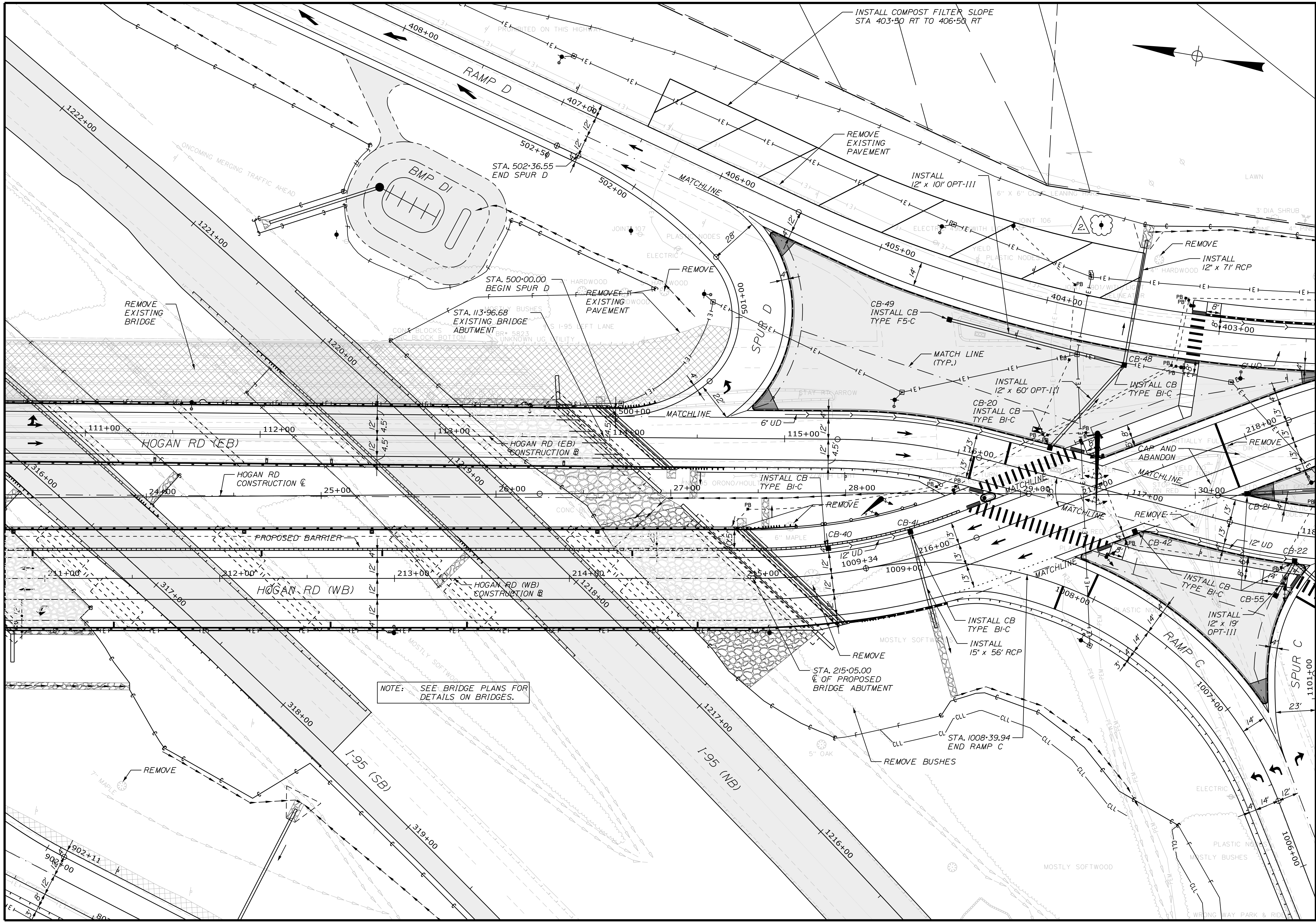
WIN 18595.11

Date: 1/8/2026

Username: jamesdavis

Division: HIGHWAY

Filename: ... \MSTA\PlanSet\NH_002_Plans.dgn



DATE	BY	REVISION
1/8/2026	JRD	DESIGN-DETAILED ECF
1/8/2026	AG	CHECKED-REVIEWED ECF
1/8/2026		DESIGN-DETAILED ECF
1/8/26		DESIGN-DETAILED ECF
1/8/26		REVISIONS 1
1/8/26		REVISIONS 2
1/8/26		REVISIONS 3
1/8/26		REVISIONS 4
1/8/26		FIELD CHANGES

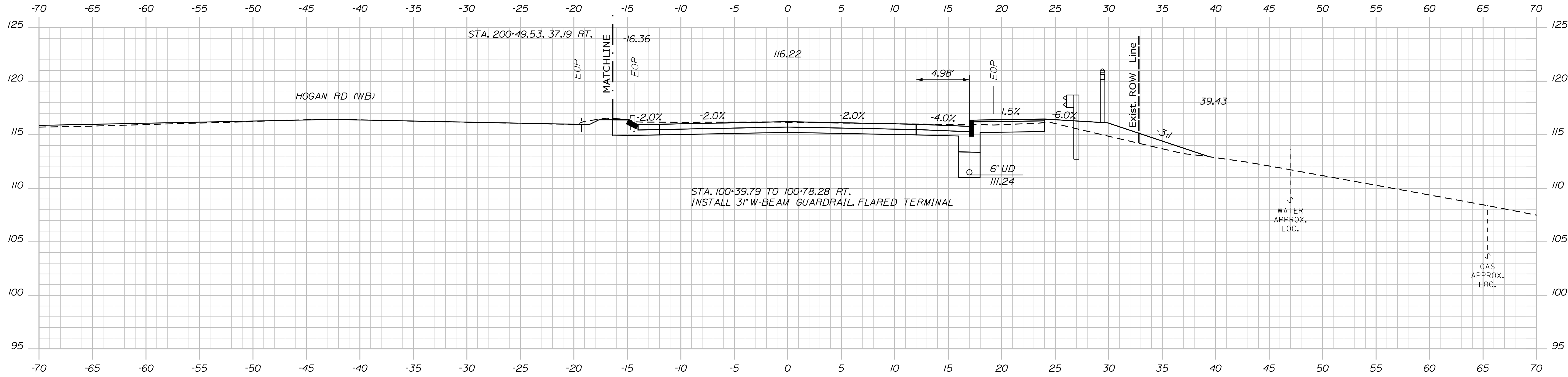
BANGOR
HOGAN ROAD
PLAN (3 OF 13)

Date: 1/8/2026

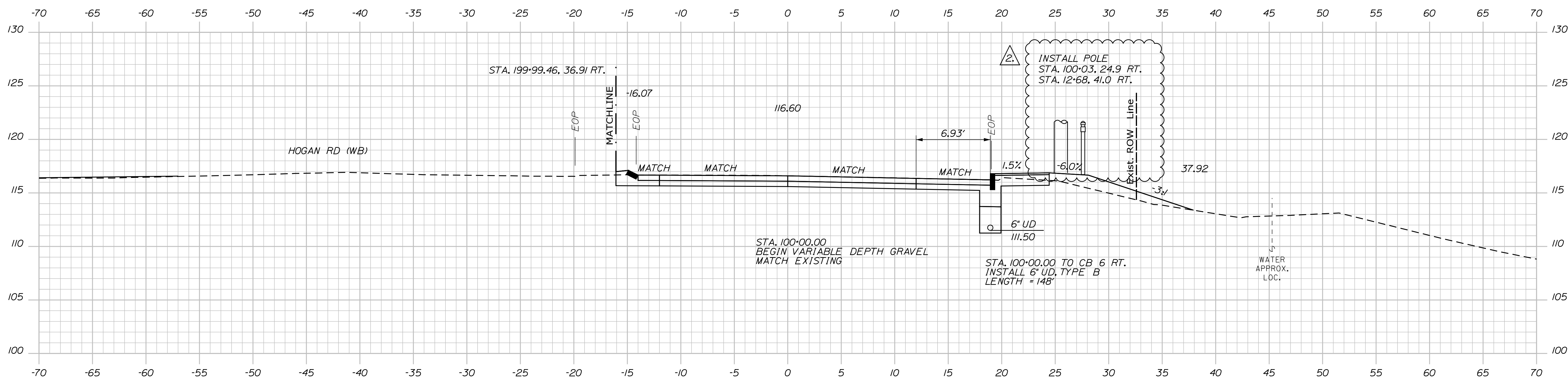
Username: jamesdavis

Division: HIGHWAY

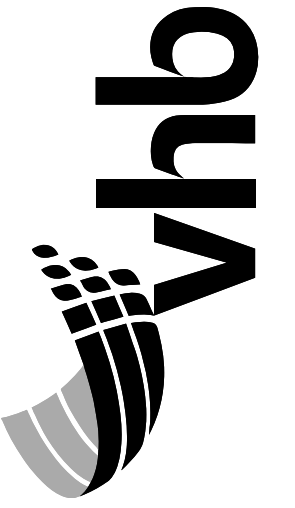
Filename: ... \H_004_CrossSections.dgn



100+50.00



100+00.00



PROJ. MANAGER	L. ROW	BY	DATE
DESIGN-DETAILED	ECF	JRD	1/8/2026
CHECKED-REVIEWED	ECF	AG	1/8/2026
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1	ADDENDUM NO. 2		1/8/26
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
HOGAN RD (EB)
CROSS SECTIONS

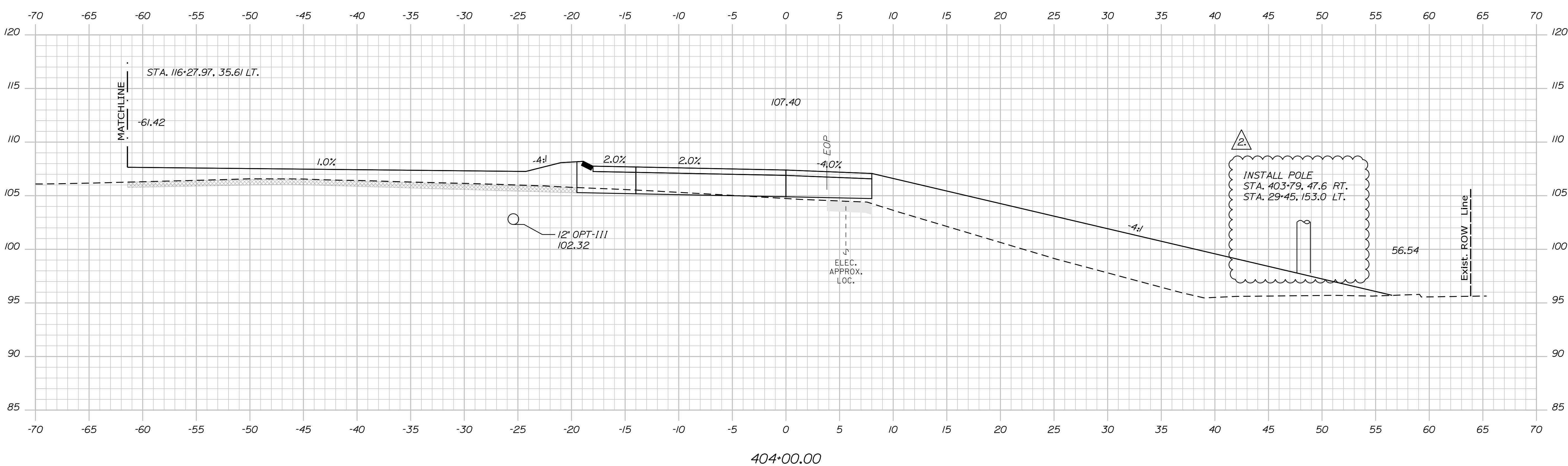
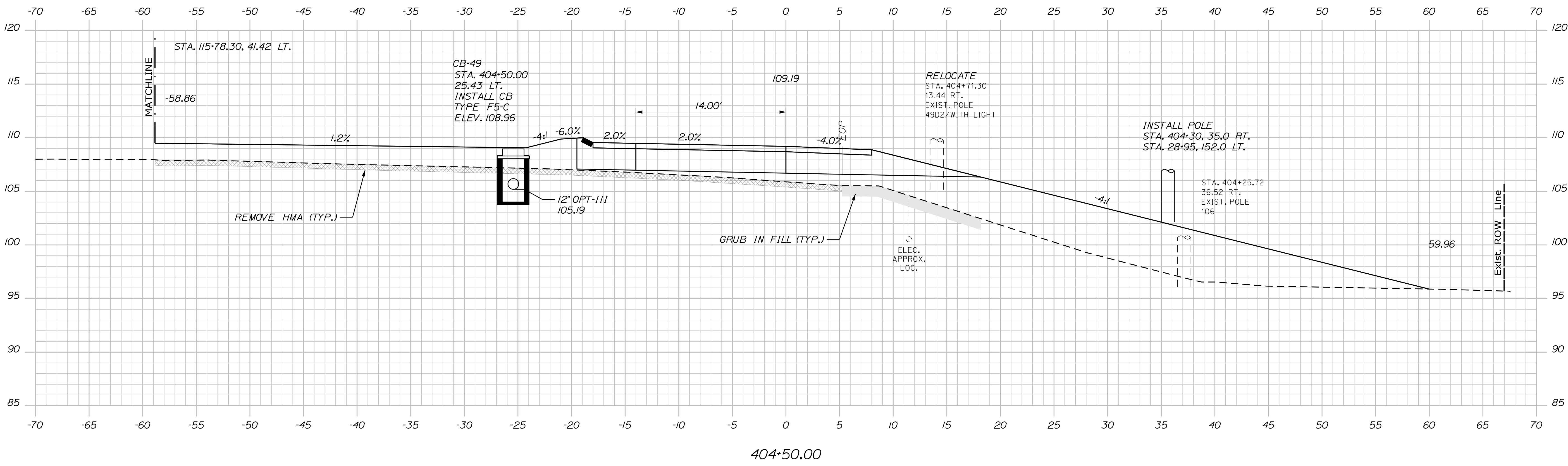
SHEET NUMBER
H-51
197
OF 485

Date: 1/8/2026

Username: jomedavis

Division: HIGHWAY

Filename: ... \H_004_CrossSections.dgn



PROJ. MANAGER	L. ROW	BY	DATE
DESIGN-DETAILED ECF	ECF	JRD	1/8/2026
CHECKED-REVIEWED ECF	ECF	AG	1/8/2026
DESIGN-DETAILED	ADDENDUM NO. 2		1/8/26
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BANGOR
RAMP D
CROSS SECTIONS

SHEET NUMBER
H-173
319
OF 485